

(19)



Europäisches Patentamt
European Patent Office
Office européen des brevets



(11)

EP 0 898 018 A1

(12)

EUROPEAN PATENT APPLICATION

(43) Date of publication:
24.02.1999 Bulletin 1999/08

(51) Int Cl.⁶: E01C 7/35, E01C 19/43

(21) Application number: 98306025.2

(22) Date of filing: 29.07.1998

(84) Designated Contracting States:
AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU
MC NL PT SE
Designated Extension States:
AL LT LV MK RO SI

(30) Priority: 19.08.1997 GB 9717549

(71) Applicant: FIBRESCREED LIMITED
Uckfield East Sussex TN22 1QL (GB)

(72) Inventors:
• Hughes, Richard Howard
Haywards Heath, West Sussex, RH17 7PH (GB)
• Redding, Jacqueline Nadine
Haywards Heath, West Sussex, RH16 3RY (GB)

(74) Representative:
Vaughan, Christopher Tammo et al
Haseltine Lake & Co.,
Imperial House,
15-19 Kingsway
London WC2B 6UD (GB)

(54) **Synthetic asphalt**

(57) There is disclosed a synthetic asphalt comprising a synthetic bitumen mixed with filler and aggregate. Pigments may be added to the synthetic asphalt so as

to produce a wide range of differently-coloured surfacing materials. The synthetic asphalt may be applied hot and embossed with a groove pattern so as to simulate a block paved surface.

EP 0 898 018 A1

Description

[0001] The present invention relates to a synthetic asphalt, and in particular, but not exclusively, to the use of such a material with an embossing process to produce a patterned road surfacing.

[0002] It is known from U.K. patent no. 2 270 532, the disclosure of which is incorporated into the present application by reference, to provide a bitumastic surfacing material in which a pattern may be imprinted so as to simulate block paving or the like.

[0003] This simulated paved surfacing has an attractive appearance and a ride quality and "feel" similar to that of traditional block paving, but without the associated expense and difficulty of installation. In many situations, the surfacing material may be applied hot directly to an existing surface, provided that this is in relatively sound condition, thereby avoiding the need for excavation and other foundation works usually required with traditional block paving products. The surfacing material is quick to install, and may be imprinted or embossed with the desired pattern prior to cooling. Furthermore, the surfacing material can be driven over as soon as it has cooled to an ambient temperature.

[0004] In many applications, it is desirable to provide a coloured surface. However, since natural bitumen is dark brown to black in colour, it is very difficult and costly to make the known surfacing material in colours other than dark browns, dark reds and dark fawns. It is possible to apply a coloured coating over the top of the surfacing material, but this involves additional cost, and such a coating will eventually be worn away by passing traffic.

[0005] According to a first aspect of the present invention, there is provided a surfacing material comprising a synthetic bitumen mixed with filler and aggregate.

[0006] The synthetic bitumen is a resinous material and may comprise binder resin and/or polymers and/or plasticisers. In preferred embodiments, the surfacing material further comprises reinforcing fibres and/or a rheology modifier. The rheology modifier may take the form of an oxidised polyolefin, bentonite and its derivatives, synthetic waxes or siliceous materials, for example. Furthermore, some fibre additives can also serve as rheology modifiers. Advantageously the surfacing material also includes one or more pigments.

[0007] The surfacing material of the present invention may be used as a wearing course, and may typically be laid to a depth of 5mm to 50mm. In normal circumstances, a depth of around 15 to 20mm is found to be most practical.

[0008] According to a second aspect of the present invention, there is provided a layer of material having a simulated paved surface, comprising a synthetic bitumen mixed with filler and aggregate, a groove pattern having been impressed into an upper surface of the layer so as to simulate the joints in a block or brick paved surface.

[0009] The material may be laid hot and be imprinted with a predetermined pattern before cooling. Alternatively, the material may be allowed to cool, and is later softened by locally applied heat so to allow the pattern to be imprinted. The pattern may be applied by way of a moulding tool incorporating a shaped roller, or alternatively by way of pressing a mesh onto the top of the surfacing material, or by any other suitable process.

[0010] According to a third aspect of the present invention, there is provided a method of laying a simulated paved surface which comprises spreading a layer of molten material as described hereinabove on a foundation layer, allowing the material to cool and set, heating the surface of the material to soften it for moulding purposes, and imprinting the softened surface with a pattern of grooves.

[0011] The surfacing material of the present invention may be regarded as a synthetic asphalt which, like traditional asphalt, is applied hot. Upon cooling and finishing, the surfacing material displays good stability and durability to traffic. In traditional asphalts, dark brown or black natural bitumen is used as a binder. Natural asphalts are therefore difficult to pigment effectively, and bright or pale colours are not achievable. In contrast, the synthetic bitumen of the present invention may be formulated so as to have a generally white or similarly neutral base colour, and may therefore be easily coloured by the addition of suitable pigments. In this way, many different colours, including bright and pale colours, may be incorporated.

[0012] Furthermore, unlike traditional asphalt, the surfacing material of the present invention can be mixed and supplied in granular or powder form, and need only be heated immediately prior to laying. This helps to save energy, and also helps to preserve the intensity of any colour which may have been added, since repeated heating and cooling is detrimental to many pigments. It is also necessary to control the formulation of a traditional asphalt to a high degree of accuracy, since the hardness or softness, for example, of a traditional asphalt is critically dependent on the volume of bituminous binder, and the use of only slightly too much or too little binder can result in an unusable asphalt formulation. The synthetic bitumen of the present invention will generally have a less critical effect on the properties of the resultant asphalt.

[0013] In some embodiments, the surfacing material of the present invention may be supplied in granular or powder form and contained within a plastics bag incorporating predetermined polymers. The bag and its contents may be placed in a heater and melted together, the polymers of the bag mixing with the granular material during melting.

[0014] A particularly preferred composition for the surfacing material of the present invention comprises approximately: 5% to 20% binder resin, 1% to 5% polymer, 1% to 5% plasticiser, 0% to 5% pigment, 25% to 50% filler, 30% to 40% aggregate, 0% to 2% reinforcing

fibre and 0% to 1% rheology modifier.

[0015] The surfacing material is preferably formulated so as to provide a balance of good processing characteristics to facilitate application such that the material spreads well and forms a good bond to the substrate.

[0016] The optional rheology modifier and reinforcing fibre components help to control the flow properties of the surfacing material in its molten state. These are generally chosen so as to facilitate the embossing process, for example by enabling the material to be imprinted without faults such as dragging, lifting and/or slump of the semi-molten material.

[0017] The rheology of the binder is further modified by the inclusion of predetermined polymer materials. The use of polymers also serves to enhance the characteristics of the binder by extending the performance over a wide range of temperatures. For example, flexibility at low temperatures is improved thus reducing cracking and embrittlement, and at high temperatures the resistance to flow and deformation, particularly under the action of vehicles, is also improved.

[0018] Further and significant improvements to the strength and resistance to traffic effects is obtained by the use of fibrous additives, such as glass, metal or cellulose fibres. Two types of fibre have been found to enhance the properties. A short fibre of given size range, e.g. 200µm to 2000µm, to improve hardness and strength, and a longer fibre length, e.g. 5mm to 30mm, to enhance cohesive properties of the surface.

Claims

1. A surfacing material comprising a synthetic bitumen mixed with filler and aggregate. 35
2. A material as claimed in claim 1, further comprising reinforcing fibres.
3. A material as claimed in claim 1 or 2, further comprising a rheology modifier. 40
4. A material as claimed in any preceding claim, further comprising one or more pigments. 45
5. A material as claimed in claim 1, comprising approximately: 5% to 20% binder resin, 1% to 5% polymer, 1% to 5% plasticiser, 0% to 5% pigment, 25% to 50% filler, 30% to 40% aggregate, 0% to 2% reinforcing fibre and 0% to 1% rheology modifier. 50
6. A material as claimed in any preceding claim, wherein the material has a granular or powder form prior to heating. 55
7. A layer of material having a simulated paved surface, comprising a synthetic bitumen mixed with filler and aggregate, a groove pattern having been im-

pressed into an upper surface of the layer so as to simulate the joints in block or brick paved surface.

8. A layer as claimed in claim 7, further comprising reinforcing fibres. 5
9. A layer as claimed in claim 7 or 8, further comprising a rheology modifier.
10. A layer as claimed in any of claims 7 to 9, further comprising one or more pigments. 10
11. A layer as claimed in claim 7, comprising approximately: 5% to 20% binder resin, 1% to 5% polymer, 1% to 5% plasticiser, 0% to 5% pigment, 25% to 50% filler, 30% to 40% aggregate, 0% to 2% reinforcing fibre and 0% to 1% rheology modifier. 15
12. A method of laying a simulated paved surface which comprises spreading a layer of molten material as claimed in any of claims 1 to 6 on a foundation layer, allowing the material to cool and set, heating the surface of the material to soften it for moulding purposes, and imprinting the softened surface with a pattern of grooves. 20
13. A method of laying a simulated paved surface which comprises spreading a layer of molten material as claimed in any of claims 1 to 6 on a foundation layer, and imprinting the softened surface with a pattern of grooves before the material has cooled and set. 25



European Patent
Office

EUROPEAN SEARCH REPORT

Application Number
EP 98 30 6025

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.6)
Y	EP 0 348 542 A (NORTHSTAR CIVIL ENG) 3 January 1990 * page 3, column 4, line 34 - line 56 *	1-13	E01C7/35 E01C19/43
X	FR 2 198 029 A (DUNLOP LTD) 29 March 1974 * page 1, line 22 - page 2, line 30 *	1-13	
Y,D	GB 2 270 532 A (FIBRESCREED LTD) 16 March 1994 * page 2, line 2 - line 32 *	1-13	
			TECHNICAL FIELDS SEARCHED (Int.Cl.6)
			E01C C08L
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 10 November 1998	Examiner Schmidt, H
<p>CATEGORY OF CITED DOCUMENTS</p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document</p>			

EPO FORM 1503 03/92 (Pde/C01)